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room for conflict between the state and the federal authorities.

Taken as a whole Professor Ripley's first volume seems likely to become the authoritative treatise on the subject of railway regulation by the federal government.

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*History of Road Legislation in Iowa.* Iowa Economic History Series. *Road Legislation in Iowa.* Iowa Applied History Series, Vol. I, No. 2. By JOHN E. BRINDLEY. (Iowa City: The State Historical Society of Iowa. 1912. Pp. xiii, 422; 97.)

The State Historical Society of Iowa, under the leadership of its secretary, Professor Benjamin F. Shambaugh, has taken a much broader view of its functions than have similar societies in other states. In the *Iowa Economic History Series*, it has undertaken the investigation and publication of comprehensive studies in legislation and administration of the problems of state and local government; and in the *Iowa Applied History Series*, it presents a briefer account to make accessible to a wider circle the results of the larger studies. The numbers already issued, on such subjects as taxation, road legislation, public utilities, work accident indemnity, primary elections, and corrupt practices, present a much more thorough study of these problems in economics and public administration in Iowa than is available for any other state. Moreover, the studies include a summary of legislation in other states and a discussion of proposed legislation, which should have large results in the future legislation of Iowa, and will also be found of service in other states.

Dr. Brindley's monograph on the *History of Road Legislation in Iowa*, like his *History of Taxation in Iowa*, is based on a thorough and detailed study of the statutes and other public records, with materials from local histories and newspapers. This has necessarily involved some account of the history of township and county government, which is closely connected with local road administration. The history of local government in Iowa discloses a good deal of experimental legislation, with varying degrees of emphasis on county and township authorities. The code of 1851 established a thoroughly centralized county system, with road management vested in the county judge and county road supervisor. Two years later, provision was made for road

supervisors elected by subdistricts of the township; and the authority of the township and district officers tended to increase. In 1860 the county judge was replaced by the more decentralized county board of township supervisors; but ten years later the number of supervisors on each county board was reduced to a maximum of seven, which practically revived the earlier system of county commissioners. Since 1870 the local administration of roads has been divided between county and township authorities, a larger share of the work being done under the county officers. The later chapters discuss the good roads movement and the work of the State Highway Commission, established in 1904. While the changes in administrative organization are thus considered at length, the monograph has not attempted a detailed study of the concrete results in the construction and management of the road system. But the author does not hesitate to indicate his opinion that a greater degree of centralized administration is more favorable to a high degree of efficiency.

In the more distinctly economic problem of taxation, the history of road legislation in Iowa discloses little that is novel or peculiar to that state. The main line of development has been from the primitive system of labor taxes, the introduction and more extended use of property taxes levied and collected in money, and more recently the use of special taxes on motor vehicles.

Chapter 10 of the larger monograph presents a comparative study of road legislation in the United States, followed by an appendix summarizing the principal provisions of the road laws of each state. The condensed monograph concludes with a brief discussion of standards of road legislation. Here Dr. Brindley expresses his conclusions in favor of the township as the primary unit of local road administration for secondary roads, but favors an increase in the powers of the county authorities and the State Highway Commission.

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*Waterways Versus Railways.* By HAROLD G. MOULTON. Hart, Schaffner & Marx Prize Essays in Economics, XIII. (Boston: Houghton Mifflin Company. 1912. Pp. 468. \$2.00.)

This substantial volume of well authenticated material and interesting deductions is the outgrowth of the writer's desire to